**INTERNATIONAL LONGSHORE AND WAREHOUSE UNION**

**PACIFIC COAST PENSIONERS ASSOCIATION ORAL HISTORY PROJECT**

**LABOR ARCHIVES OF WASHINGTON**
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# NORM TUCK OF ILWU LOCAL 13, PCPA

**INTERVIEWEE:** NORM TUCK

**INTERVIEWERS:** HARVEY SCHWARTZ, CONOR CASEY

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HARVEY SCHWARTZ 00:00:00

This is Harvey Schwartz. I'm in Vancouver, British Columbia. This is part of the PCPA oral history project. This is September 16, 2024. Conor Casey is running the machinery for us. We're with Norm Tuck. And Norm, can you tell me when you were born and where you were born?

NORM TUCK 00:00:27

I was born on May 17, 1946. Right after World War II, I was conceived in the west coast of Scotland in a little place called Seil.

HARVEY SCHWARTZ 00:00:41

Right, and what was it town you were born in?

NORM TUCK 00:00:44

Springburn, which is a surrounding area of Glasgow, Scotland.

HARVEY SCHWARTZ 00:00:50

Okay. What did your parents do? What did they do for living?

NORM TUCK 00:00:55

My father and his brothers were bookmakers, bookies. They ran the biggest bookmaking operation in the Glasgow area. My mother was a seamstress. She worked in the munitions factory during World War II. She was injured. Her fingers were injured in the munitions factory, and she became a seamstress. She was very much of a left winger. My father was into money and giving money away as opposed to all his friends that didn't collect money when they ran the book.

HARVEY SCHWARTZ 00:01:41

What do you mean by your mother was a left winger?

NORM TUCK 00:01:44

Well, my mother raised me in a manner that I continue to follow in her footsteps today. I consider myself a left winger. I can't stand the son of a bitch that is running for office that was President Donald Trump. So I was raised that way. My mother brought me here on a Cunard liner when I was a little less than 12 years old. I wore a kilt most of the time going across the Atlantic Ocean. It was a terrible time in 1957, and it was a horrific trip. Then we came from New York to Chicago, and then from Chicago to Los Angeles on the train.

HARVEY SCHWARTZ 00:02:36

Okay, you say it was a difficult trip? How so?

NORM TUCK 00:02:41

The weather was so very bad. We had icebergs, sightings. The rigging of the ship was filled with large icicles that were probably three or four feet long and they were draped all the way down the rigging of the ship.

HARVEY SCHWARTZ 00:02:59

Will you remember your mother member a particular political party?

NORM TUCK 00:03:05

She was probably a member of the CP if I know any better. I'm the youngest in the family, so I never had an opportunity to learn exactly. But she was not a conservative by any means.

HARVEY SCHWARTZ 00:03:24

Right, I think that's been established. Why did she come to the United States?

NORM TUCK 00:03:29

My mother's sister had married an American many many years ago in the 1930. He was a U.S. service man. When he passed, there was a period of time where they had sponsorship, and my mother's sister sponsored her and myself to come to this country. My three brothers all came to Canada: One to Toronto and two to British Columbia, and they worked in the shipyards here. My brother that went to Toronto was an engineer and so Hoover company at the time, which was old Hoover vacuums, transferred him to Canada.

HARVEY SCHWARTZ 00:04:20

What I mean is how come you came over here? Why did your mom come for a specific reason like work or something like that?

NORM TUCK 00:04:28

Better life and my aunt sponsored her. This was a land of more opportunity and we went from there.

HARVEY SCHWARTZ 00:04:40

Okay. Let's see you responded you're over here, your mom is over here. Your youth—Did you become a citizen before law?

NORM TUCK 00:04:50

I didn't become a citizen until my probably middle 20s when my children and my wife insisted that it become a citizen.

HARVEY SCHWARTZ 00:05:00

Got it. Okay, tell me a little bit about your youth. What it was like growing up in being 12 years old and growing up here in the United States?

NORM TUCK 00:05:12

I went to elementary school in San Pedro, a school named point Furman, and they held me back for a couple of years because education in Scotland was up to two years more advanced than what was being taught here. So, I tended to sit around and waste time. Because of my accent and such, I was pretty popular and outgoing. When they played kickball, I was really good at it because I was a soccer player. From that, I played soccer at semi professional levels. My two sons played soccer and then two of my grandsons play soccer. They are very good soccer players. So it was the raising from me on down through my children and my grandchildren.

HARVEY SCHWARTZ 00:06:14

Right. Okay. Any early job you can remember?

NORM TUCK 00:06:21

My parents got my mom and my aunt got in the restaurant business. So I washed a lot of dishes. I did that from a very young age. I had very clean hands. So my mother and my aunt had purchased businesses, not the whole buildings, but businesses in San Pedro. So we had the old Pacific Cafe. We had another cafe downtown in San Pedro. We bought one out towards point Furman, the Pacific diner, and on and on we had a fish and chip shop. The family was heavy and doing British style fish and chips. By then I was gone and not having to wash dishes anymore.

HARVEY SCHWARTZ 00:07:08

Got it. Something occurred to me: It's the end of the McCarthy period, did your mother ever have any challenges because of her political background?

NORM TUCK 00:07:22

No.

HARVEY SCHWARTZ 00:07:23

Okay, she voted under the radar maybe?

NORM TUCK 00:07:26

Yes.

HARVEY SCHWARTZ 00:07:26

Okay. What job did you have after being a dishwasher?

NORM TUCK 00:07:32

I was really good in high school at drafting. I had thought about becoming an engineer. We couldn't afford for me to go off to university, so I went to the local junior college. I was naturally 18 years old by then, and my brother Jimmy was very high at Todd shipyards in San Pedro at the time, and he encouraged me to leave school because of money was very good. I went to work in the shipyards and I was very good at drafting, so I understood blueprints and on and on. So it was very easy for me to assimilate into being a shipyard work when I was in the ship fitting department. I quickly rose to the level of lead man, and then I quickly rose from that to the level of quarterman. So, this was during the Vietnam War, I got married first time early, had a child, and I began to build naval destroyer escorts. I ran the operation where we built whole bow sections in an inverted manner, and then we we built them upside down. When we were completed, and they were production, welded, why we inverted them this way and carried them. The cranes carried them down. The area and put them, and attached them to the ship. So, I did that from 1965 through 1969, and then 1969, I became a longshoreman terminal warehouseman at TW.

HARVEY SCHWARTZ 00:09:41

It sounds like the job you had before was well paying over me being?

NORM TUCK 00:09:44

Of course it was.

HARVEY SCHWARTZ 00:09:46

So, how come you became a longshoreman?

NORM TUCK 00:09:50

Because from my first marriage, my father in law was a longshoreman, crane driver, and he sponsored me. I. That's when we had sponsorship.

HARVEY SCHWARTZ 00:10:02

Right. Why did that appeal more than continuing with your engineering pattern with Todd shipyard?

NORM TUCK 00:10:11

I worked in many shipyards in and around the San Pedro and Terminal Island area. My family bought their own small shipyard boatyard in Long Beach. I went to work for them. I worked two and three jobs at a time when my wife now, Patricia— we were raising our three children, and plus, we raised three other children that were from deceased family members whom we brought in and raised them. So, we had six children in a two bedroom house with one bathroom.

HARVEY SCHWARTZ 00:10:57

I still don't quite grasp you know why you switched from being engineered to be a longshoreman?

NORM TUCK 00:11:03

I suppose the prestige of being a longshoreman at San Pedro that was the absolute direction that one needed to go.

HARVEY SCHWARTZ 00:11:12

Exactly.

NORM TUCK 00:11:13

I have never looked back—never looked back.

HARVEY SCHWARTZ 00:11:19

Did your mother's politics add as a drawing point? In other words, everybody knew the LW was progressive. You're joining a progressive culture when you join the LW.

NORM TUCK 00:11:35

My mother's politics never really did we get in deep into. My mother's love for me. Her bringing me to this country and affording me these opportunities, dictated where I wanted to go.

HARVEY SCHWARTZ 00:11:55

Got it. My understanding is that in the beginning you were in the late 1960 in a warehouse, a group that was affiliated to Local 13, but was not actually part of Local 13 directly in the usual way.

NORM TUCK 00:12:15

It's really the other way around. A the president of Local 13 at the time was a gentleman named Kurt Johnson. It was his opinion that the PMA, when CFS stations, and that part of our document, container freight stations. He chose to bring in 637 sponsored longshoremen. The PMA at that time disagreed. My dear friend and my partner from the job was David Arian. David Arian and myself hit it off immediately. I had known of him from his days running the youth movement in San Pedro. I was busy playing soccer and working on cars. I was into cars and soccer. That's was my direction. So Kirk Johnson brought us in and I immediately became a member of Local 13. In fact, in 1971, I was running for and made the executive board of Local 13 because myself and others and our progressive politics were one that we were in a battle with the PMA at the time. So that dictated direction and where we wanted to go. That's how I really got involved with the politic of the ILWU and immersed me in the politic of the surrounding community and communities.

HARVEY SCHWARTZ 00:13:58

Was Jim Smith a part of your group?

NORM TUCK 00:14:01

Yes, he was.

HARVEY SCHWARTZ 00:14:04

So there was no, no waiting to have, you know, your warehouse group affiliated with thirteen. It was, was already Local 13?

NORM TUCK 00:14:12

It was automatic. We were members of Local 13.

HARVEY SCHWARTZ 00:14:16

Okay.

NORM TUCK 00:14:16

We were not jointly registered.

HARVEY SCHWARTZ 00:14:20

What does that mean?

NORM TUCK 00:14:21

We were jointly registered means that the PMA and the union both agree on bringing in persons, and at that time it was all men bringing them into the industry, not the union. As a result, during that time of 637 of us being becoming members of the Union. Later on, in 1971 pre strike, the PMA agreed to 400 individuals and David Arian got registered then. David's book was 4134120, mines was 34448. So it took that many, and the only persons that came in between them were children of deceased. So, there wasn't a whole lot of them. But so from the time that they brought in the 400 and jointly registered them, we were still going through the struggle of being TWS. The fight continued. I was a leader in that struggle, and here we are today.

HARVEY SCHWARTZ 00:14:24

Absolutely. What do you do during the strike, 71 strike?

NORM TUCK 00:15:43

I walked the picket line as I had to, and in order to feed the six kids that were at home, I worked in shipyards.

HARVEY SCHWARTZ 00:15:53

You did, okay.

NORM TUCK 00:15:54

I had too much talent at the time. I mean I knew what I was doing. I worked in my family boatyard and I worked in Bethlehem shipyards when Bethlehem is still across the way in Terminal Island. I worked in all of the shipyards in and around the area. The only place I did not work was the Long Beach Naval Shipyard. That was probably because I had a green card. And maybe, I don't know.

HARVEY SCHWARTZ 00:16:22

Yeah, that's possible. So, with Arian, with Spinner, and with you, I mean, that's, that's the kind of—

NORM TUCK 00:16:31

And Ray Ortiz also.

HARVEY SCHWARTZ 00:16:32

Ray Ortiz too, okay. That's kind of a kind of a core group of people who become politically prominent in the organization in the LW.

NORM TUCK 00:16:43

Absolutely.

HARVEY SCHWARTZ 00:16:44

Comment on that alittle bit.

NORM TUCK 00:16:47

What this TW situation did is it created real leaders. We were driven to lead, not out of anything other than necessity. It was really important that we continued after 1971 and then the strike was settled, and on and on. But it was really important in order to get the rest of the TWS at the time in and registered. I never stopped. David Arian was there. Spinner was there. Ray Ortiz was there. We all worked together, and it was leadership built out of struggle.

HARVEY SCHWARTZ 00:17:32

That's good. My impression is that you were hurt at some point in the 1970s?

NORM TUCK 00:17:40

In 1981 we were discharging steel pipe at Long Beach 204, and we were close to the completion of the job in that particular hatch, and the cargo caved in on me. The cargo came away at the after bulkhead and fell down and then just whipped out like a straw and caught my right leg, and I was off of work for 5 years. 4 years, 11 months, and about 20 odd days or something before I went back to work.

HARVEY SCHWARTZ 00:18:17

What do you and the family do for money during that 5 years?

NORM TUCK 00:18:21

Workman's compensation. Because it was a third party suit, I got all of the workman's comp, all of the injury stuff, all of the surgeries and on and on, fused my foot, and I had plates and pins in it, which they later took out. I was a horrific mess.

HARVEY SCHWARTZ 00:18:44

How did you go through physical therapy?

NORM TUCK 00:18:46

Of course. I had casts up to my groin here for over two years. They would take them off, cut them off, and change them. But it was not a very good period of life. I got involved because of boredom and everything else with use of cocaine and drinking in the morning rum and orange juice. I abused that for probably a year and a half, and then I came to my senses and quit.

HARVEY SCHWARTZ 00:19:21

That's tough stuff to beat.

NORM TUCK 00:19:23

Of course, it is.

HARVEY SCHWARTZ 00:19:24

How did you manage to do that? I mean you came to your senses, but any other aid of any resort beyond that?

NORM TUCK 00:19:33

Not really, as I had said earlier. We built leadership and such out of the struggle, and I knew that I was in the struggle. This had happened. My leg injury had happened, and I needed to correct it, and of course, I was married to Patricia then. Then that was my other wife, my second wife, she absolutely helped me through all of this. If it wouldn't have been for her and I've been with this wife here now for 55 years. She was the first woman on the waterfront as a Marine clerk casual in 1974 so she knew and understood and lived every day with me.

HARVEY SCHWARTZ 00:20:18

That's great. You're in for office in the local?

NORM TUCK 00:20:37

Of course. I was secretary treasurer during the time that David Arian was international president of the ILWU. In 1996 I was the contract negotiator from Southern California and behalf of Local 13. I also, I was brought in second time to be the secretary treasurer because the president of the local at the time discharged the secretary treasurer for abuse, not of funds, but of stupidity. So, they brought me in for the rest of that term, and I fulfilled that term. I was a dispatcher at the lines Bureau, and then I became a linesman. I got tired of that, I was a linesman, so I was gone from Local 13 for many years, and the last part of my career, I was in davidarian ship gang. It was a night ship gang, gang 110. I remember the evening of bidding him farewell because I had gotten

1202 hours and I left. The next morning I was finished. The place where I was working now has the USS Iowa dock there. You've been in San Pedro?

HARVEY SCHWARTZ 00:22:12

Yeah.

NORM TUCK 00:22:13

So that's where I finished my last job on the waterfront.

HARVEY SCHWARTZ 00:22:17

One thing I missed was: Do you remember your first day on the waterfront?

NORM TUCK 00:22:21

The boat was exciting. During that period of time, bananas were the dominant cargo of which you had ships at a couple of different berths. Metropolitan stevedore was the discharger of bananas, Birth 147 in Wilmington. So, we got a lot of banana jobs and so it was just an inspiration to be a longshoreman and doing longshore work. So those were my first jobs. Then naturally, it branched out from there. I did everything on the job. I was crane trained later in life, and didn't like it because when I drove winches, you could yell down in the hatch and tell somebody: get the hell out of the way, you're under the load or something because you could speak into the hatch. When I was up on the crane, I was not at all happy because guys were 120, 140, 160 feet below me, and you had to get on the radio. I just did not feel comfortable up there. So, I spent a good part of my career as a linesman and as a general cargo worker. I hated lashing. I disliked it tremendously. I always took general cargo work.

HARVEY SCHWARTZ 00:22:32

You mentioned at one point being tired of being the linesman dispatcher I think it was?

NORM TUCK 00:23:55

yes.

HARVEY SCHWARTZ 00:23:55

How come you got tired of it?

NORM TUCK 00:23:57

Because there were 12 hour shifts. It was seven days a week, then we had seven days off. So there was that, that trade off, but by day three or four , I got tremendously anxious because I had to go back to work. So I undoubtedly didn't like the job that much. So I chose that because you had to have twenty years experience on the waterfront to become a linesman. So I made that decision that I wanted to become a linesman, and I was very happy doing that as a linesman. You're you're on call for sixty hours, then you're off for forty-eight hours, then you're on call for forty-eight hours, and then you're off for forty or sixty. It goes like that. So, you got used to being called in the middle of night at 2am in the morning, your beeper would go off or they'd call you at home because they knew you were in bed, because I used to do call people. So, I enjoyed that tremendously. It gave me a tremendous amount of time to myself. We negotiated a contract of which I was part of. We have something, and I think it's still true today, down in Los Angeles. We have something where in the lines contract that you can have if you're off and you're sick, like we had the COVID scare and all that. You got two weeks paid nowhere else in the Longshore contract. Is that available? I made strides with the San Francisco local to try to get them to a join with us. I had enemies, I suppose, in Local 13 that thought I was getting maybe too much power, and I was taking us in a direction that they thought otherwise. So, that never materialized, but it would have been and Larry, I forget Larry's last name but he is party American Indian, and it became a real point of discontent. With my fellow union brothers in Local 13, and I basically told them you can go, I was very, very disappointed that I was not able to make things better for others, So, I carried a chip on my shoulder, and in fact, when I retired, I stayed away from the union for at least a couple of years. It was because of brother David Arian that insisted that I come and utilize whatever talents I chose to you to make a difference, and I did that: I'm still involved today. I'm 78 years old. I'm the youngest in the family. I have a brother that was born July 5, and he's ninety-five years old. So we have longevity in the family, and I just hope that I didn't suck in too much asbestos. There were those days where we unloaded whole ships of sacks of asbestos. So who knows.

HARVEY SCHWARTZ 00:27:34

Can you describe working with the asbestos bags? A little more detail? Do you remember?

NORM TUCK 00:27:41

It was in Long Beach, is where the discharge took place at birth, 50 I think it was, yeah, somewhere in there. We would go aboard the ship and hump him. You'd get a little break in the middle. But it was an eight hour job. You didn't work any kind of deals like that, and it was a horrific job. I know that in San Francisco, the brothers up there had 110 pound sacks of coffee, but they didn't have—there wasn't a residual from that. So I've been tested for asbestosis, and there is no signs. There was no signs ten, twenty, thirty years ago, and I've been retired for eighteen years now. So I'm keeping my fingers crossed that I do not have any residuals of that because I remember the sacks, silver, and color. They were horrific whole shiploads. Then when we talk about the rottenness of of cargos that we had to load or unload, I sent an awful lot of DDT to Vietnam. Whole ship loads down at APL, whole ship loads from the bottom, cover up, load all of that, cover up. There was maybe four decks on the old APL ships, and they were filled with boxes of asbestos about that tall like this and this

humping them. Longshore is much different from today than it was back during my time, and even more difficult, and my brothers and sisters that have retired long before me.

HARVEY SCHWARTZ 00:29:39

When you use the term horrific for working those sacks, do you use those because of the danger from asbestos or the white of the product?

NORM TUCK 00:29:51

The danger of asbestos, and the employer given us a bullshit mask to put on because the employer didn't care,

HARVEY SCHWARTZ 00:29:58

He gave you a mask or something?

NORM TUCK 00:30:00

It was one of those cut masks. You could pinch here and they were next to useless. We should have had proper, double things and with a face mask and on and on. But asbestos doesn't come to us that way anymore, nor is it, I suppose, legal in this country.

HARVEY SCHWARTZ 00:30:19

Yeah. Did the union ever try to deal with the employer and say we need better masks?

NORM TUCK 00:30:28

Well, of course they did. And we look at, when we look at who our current president is going to be, Bobby Alvera, his Dad was business agent. Sure, his Dad used come out all the time. I knew his dad really, really well. I mean, David Arian worked some of that shit with us too. It's because it was cargo, we were longshoremen, and yes, we struggled with the employer all of the time over safety issues. There was many jobs that we shut down.

HARVEY SCHWARTZ 00:31:04

One thing that I didn't ask you was: What was the work like being a linesman? What do you do in your lines? What does the linesman do?

NORM TUCK 00:31:14

Get called. Tell you the ship is 10 minutes outside the breakwater in the Port of Los Angeles or Long Beach. When the ship is 10 minutes out, you get up really fast, put your clothes on, put your boots on, and get in the car and go. So let's say it's 2am and it might be a let go or a Taya. So, we struggled with the employer in such over the necessity of more men on a tie up, and the ships got bigger, we went from six men on tie ups to eight men. Some cases, it was more than that. But it to me, it was a wonderful job, tremendous, tremendous ability to have time with the family at home. When the kids would come home from school, you were maybe home because ships weren't ready to leave because when you look at most ships, they want to leave after a shift, and that shift might be finished at five o'clock. So you had a six o'clock let go, or a quarter to six let go, and then the ship left by six o'clock. Sometimes you would go to a job, and the ship wasn't ready to leave because they didn't have all of their paperwork together. So, I I always had a van, and we would sleep in the van. I would sleep in the van until the ship was ready to go and then somebody would rattle on the van. So, it was a wonderful job. Truly. I really enjoyed it.

HARVEY SCHWARTZ 00:32:44

That's great. Did you engage in any outside politics? By that, I mean beyond outside, the union was a Democratic Party communities?

NORM TUCK 00:32:53

Yes, I've made trips. I went to face off against the Ku Klux Klan in Chicago, sent by the union. I've gone to New Mexico to work with a real Democrat, left leaning individual that was running for office in there in New Mexico. I've gone to many places on behalf of the Union and the union sent me because didn't want to put up with anybody's shit. The biggest thing was: when we went to Chicago in the evening time, we got to go to the blues clubs. So, that was very nice.

HARVEY SCHWARTZ 00:33:48

You say David Arian convinced you to come active in the PCPA. What have you done with the PCPA over time? That's the Pacific Coast Pension Association?

NORM TUCK 00:33:59

I'm currently the second vice president. I was the first vice president, but because I took over the Memorial Association, I requested from Greg Mitry that he move me a little further away from it, and so I don't need didn't need to do as much. I went to almost all of the portal Los Angeles commission meetings, and I would report to the membership and to the Executive Board of the PCPA in Southern California, what had happened and what transpired, I think you know where we are now. I just got through sending a letter to Mayor Karen

Bass of my I was absolutely appalled of what happened. Because I would go to many of the port meetings, I could see the politic going on and head executive Director of the Port of Los Angeles. Us and with the commissioners, and we're going through that struggle as we speak. So, I sent that letter off to her the other day. It was a one page letter to her. I talked about her staff being lackeys, I saw the writing on the wall some time ago from the executive director and such— of the direction that he wanted to take the Port of Los Angeles and was only interested in the economic factor of it. Sister Middleton, has been an attorney, asked a lot of very dynamic and wonderful driving questions. So, I've made a lot of connections at the Port of Los Angeles on behalf of a yacht club that I belong to. I helped negotiate a new 30 year lease because of my connections at the port and on and on and on. So I've been around the block, as I told the mayor in my letter to her.

HARVEY SCHWARTZ 00:36:05

This is regarding the fact that Diane Middleton was not reappointed as a commissioner?

NORM TUCK 00:36:11

That's indeed true. On Day 44 of 45 days to make those decisions and make that decision, she was released very unexpectedly, told that there's no need to replace you and on and on and on that we know you've been around a lot. We know the politic of dancing. The politic of dancing is money and other pushes from those don't align themselves with our Union created and has caused this whole mess that we see ourselves in. But we've moved along. Diane is now the liaison for council person, Tim Mcosker, and she will be able to do things that she was not able to do before because when you get one or two or three commissioners together, they cannot speak; they have to be separated and on and on. And I think that's it's not the not Robert's Rules of Order, but it's the Brown decision or something like that. So we are able and we will continue to move forward on that; we have struggles within the union, and we have struggles within our community over this and the fact of the automation that we are seeing on the docks now, and that will be a very tough thing for people that are still registered and young and such. Their life will not be probably as good as mine will be. I'm noticing, because I run the Memorial Association that is where the union has its meetings Local 13, is that there's not as much participation. I used to see hundreds of members there. I'm not seeing that right now. People are indifferent; and then we have the struggle going on within the union of those that like Donald Trump. We have a faction not only up in Washington or in Washington State where the UW is has its headquarters in this university. We have persons there that are nothing like my father in law was or any of Harry Bridges would roll over in his grave about what is happening and the indifference that we see with the men and women that work on the waterfront today.

HARVEY SCHWARTZ 00:39:10

What do you attribute that indifference to?

NORM TUCK 00:39:13

Money. Good job. They go to the job; they only worry about flipping a coin to try to get some time off. So when I look at that indifference and the amount of money that's being paid, I get $150 it's now up to $158 at the end of this contract for when I pensioned out and retired. It's up at—it's going to be up at over $250 for every good

year that one has, and it's and it's that much a month. So, where I get close to five grand, these guys are getting close to 10 grand now. Pension and bless their hearts. Bless Harry's heart. Bless everything that those that came before us what they've done. So, I see that people having an attitude that I'm a longshoreman, I'm bad. You can be bad or be tough, that's fine. We want tough longshoremen. But I don't like the fact that they have let go of what we were raised on, and that was union militancy. There are very few militant people in our union anymore, and the biggest grouping that is the most militant in our union is local tenant San Francisco. I have to hand it to them. Their militancy has been ongoing, whether it was right or wrong all of the time, but their militancy has not stopped, and we don't have that militancy; we look at the young workers up in Washington and in Oregon, but especially Washington, that come on in around local twenty-three and nineteen, dynamic; and you look at local five out of Portland, the bookstore workers, dynamic, militant.

HARVEY SCHWARTZ 00:41:06

You have no young workers committee in Local 13?

NORM TUCK 00:41:10

No, we do not.

HARVEY SCHWARTZ 00:41:11

You do not. Still don't have one?

NORM TUCK 00:41:12

They don't give it, Harvey.

HARVEY SCHWARTZ 00:41:18

I guess that is a problem.

NORM TUCK 00:41:21

For the future, indeed is.

HARVEY SCHWARTZ 00:41:24

Yeah.

NORM TUCK 00:41:24

For our future of the ILWU, data and automation.

HARVEY SCHWARTZ 00:41:30

Data and automation. Let me ask you— Conor, do you have a question? What have I missed?

CONOR CASEY 00:41:37

Did you parties dissipate any international solidarity actions like anti apartheid, or anti Pinochet, or any sort of those kind of actions?

NORM TUCK 00:41:46

Absolutely yes, we were always involved because of David. We were integrally a part of all of that. Nelson Mandela, and on and on and on. I remember using my motorhome when Jesse Jackson ran for President, when he came down to the shipyards in San Pedro used my motorhome. It was his office. As I said, I went to Chicago to fight the Ku Klux Klan or beef with them if they wanted to have a beef. And so, yes, I was involved with all of that. Along with David. We were the most militant in the local; always the most militant in the local; and it was Arian and Tuck or Tuck and Arian. We stood back to back and we challenged anybody to come at us. There were a lot of people disliked Tuck and Arian because we were way too left for for them. I'm telling you, students at UW, be the same. Be militant.

CONOR CASEY 00:41:56

Sometimes when you're being true to the ideals and a militancy and a long tradition of left action of the Union, there's also this tension about being the officer in office and the contract. How do you walk the line between those two ideals?

NORM TUCK 00:43:22

When I was on the job and when I was secretary treasurer of the Union at that time, and when I was the business agent, because we could not afford to have a business agent. So, when you were secretary treasurer and the president of Local 13, you did BA duty on the weekends and you rotated. There were many times when I'd go out to a job and get an absolute use with superintendents and so on. So the militancy to me, I didn't care. I was always militant. I always had the direction in life on the job. I remember going to jobs. I remember being called on on a weekend morning where a young man was killed on a rail job. His son today is the vice president of Local 13. So, history gives us understanding and direction from whatever day it was when I started in 1969 to

now, I think and I speak only when I have to about issues that are in front of us. My wife always asked me what about this, honey, what about that? I told her, don't worry about it. I have it handled. We got this. We're going to take care of it. So, I'm a very practical thinker. That's probably why I wanted to be an engineer when I was young. I have a grandson who has fulfilled my wantings and as an engineer, and graduate an engineer from UC Irvine. I'm just so happy and proud. None of—I have a granddaughter, first born granddaughter who graduated UC Berkeley. She was the, she was the elected Associated Student Body President of some forty-five to 50,000 students at Cal Berkeley, and she is very militant; she really learned from her papa. The other boys, not so much. I have three grandsons and one granddaughter, and they're not nearly as; they don't get it. Because they could afford to go to university their parents sent them and on and on. So, that's that. So, the militancy when I was in in office has never left me. I had many fus with employers on the job and I didn't care what I told them at all.

HARVEY SCHWARTZ 00:46:15

You mentioned Arian and Tuck, how does Spinner fit into that?

NORM TUCK 00:46:24

How does he fit into it? As I said earlier, this struggle built leadership.

HARVEY SCHWARTZ 00:46:32

Right. Yes, you did say that, yes.

NORM TUCK 00:46:34

Okay, so—

HARVEY SCHWARTZ 00:46:36

But I'm thinking more in terms of, you know, political activity inside the union. Because you guys had political group, and Aryan becomes the president and now Bobby's the president. I don't know, maybe Bobby is a later generation. I'm just looking for how that might have worked?

NORM TUCK 00:46:59

Spinner was not nearly as militant as Arian and Tuck were.

HARVEY SCHWARTZ 00:47:03

Okay.

NORM TUCK 00:47:04

Not nearly. He was much more—he thought on a level that no disrespect to him, but it was a more conservative level. When you look at anyone that came up through the leadership, Joe Cortez was President Local 13 of many times. This struggle built leadership. Spinner just was not is in your face like Arian and Tuck. It just is how we were raised.

HARVEY SCHWARTZ 00:47:42

Okay, so get that. What have I missed—I asked Conor. Conor, do you have another question?

CONOR CASEY 00:47:50

I guess this is abstract, but it seems like you know you have an engineer's mind, and you notice the young workers formation in Seattle and the militancy in Portland. Do you have an idea about a model that might work?

NORM TUCK 00:48:08

No, I don't have an idea of a model how it would work, because I think that the long is down in Local 13 have a pretty good for themselves because we have so much work. Keep in mind that you know we moved ten million TEUs at a particular time in history and on and on. So they got it pretty good there. When you talk about a model, I don't know of one. We just went day to day. You know, we just went day to day and whatever faced us that day or that morning we were on it.

HARVEY SCHWARTZ 00:48:50

Usually I asked for a wrap up comment if you want to make one, you've kind of made yourself pretty clear. You know, what did would it all mean to me? I mean, I think you've kind of made that pretty clear. Anything else to add?

NORM TUCK 00:49:09

I think in closing, I would just say that we are retired from the job, but we are not retired from the struggle. I give my time free to the Longshoreman Warehousemans Memorial Association in Southern California in Wilmington. I do it for free. I have two associates: the President and the Vice President, who do it for free. So

we give back to our union. I have a picture of Harry Bridges right above my desk, right up there. I have a picture of David Arian right here next to me. Those are my inspirations. When I speak to people, I talk to them in a manner of respect. I have hazel eyes. I'm an immigrant. The people that come in my office are usually Latino, Latina immigrants, their families were, and I have all the respect in the world for them; I would hope that, in closing, that the Longshoremen that come behind me have respect for other people and where they came from; they are human beings just like us; they deserve a break, and when I speak to people, I give them that break every minute of the day; I give back to my union, as I said, Harry Bridges and David Arian are my inspiration. I look at their pictures each morning, and away I go about my business. So, in a nutshell, that's a big part of my history.